Serial No.: 09/980,162

LISTING OF CLAIMS

1. (Previously Presented) An engine idle stop control system for a vehicle, comprising:

an engine,

a motor/generator connected to the engine,

an automatic transmission which transmits a rotation of the engine to a drive wheel,

a sensor which detects a vehicle stationary state,

a sensor which detects an accelerator pedal depression amount, and

a microprocessor which is programmed to:

stop the engine according to conditions when the vehicle has been stationary,

restart the engine by starting the motor/generator when a request to restart the engine which has stopped, is determined,

control absorption of torque by the motor/generator so that a starting torque according to the accelerator pedal depression after restart, is effectively the same torque for vehicle starting from the engine stop state as for vehicle starting from an engine idle rotation state.

2. (Previously Presented) An engine idle stop control system for a vehicle as defined in Claim 1, wherein:

the torque absorbed by the motor/generator is set to correspond to the engine torque produced according to a difference between a real air volume aspirated by the engine when the vehicle starts from the engine stop state, and the real air volume aspirated by the engine when the vehicle starts from the engine idle state.

3. (Previously Presented) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

the real air volume absorbed by the engine according to the accelerator pedal depression amount when the vehicle starts from the engine stop state is calculated by smoothing an initial value of an air volume equivalent signal, calculated when a throttle is fully open, according to a time until the accelerator is depressed after the engine starts depending on an air flow meter output and a response delay of an intake air system.

4. (Previously Presented) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

the real air volume aspirated by the engine according to the accelerator pedal depression amount when the vehicle starts from the engine idle rotation state is calculated by smoothing an initial value of an air volume equivalent signal, calculated when a throttle is closed, according to a time depending on the air flow meter output and a response delay of an intake air system.

5. (Previously Presented) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

a fuel injection amount is controlled according to the real air volume aspirated by the engine.

6. (Previously Presented) An engine idle stop control system for a vehicle as defined in Claim 2, wherein:

the motor/generator shifts to absorption torque control by the generator when the motor torque for starting the engine becomes smaller than the absorbed engine torque corresponding to the difference of the aforesaid two real air volumes.

7. (Previously Presented) An engine idle stop control system for a vehicle as defined in Claim 6, wherein:

the absorption torque control of the motor/generator continues until complete combustion of the engine is determined.

8. (Previously Presented) An engine idle stop control system for a vehicle, comprising:

an engine,

a motor/generator connected to the engine,

an automatic transmission which transmits a rotation of the engine to a drive wheel,

means for detecting a vehicle stationary state,

means for detecting an accelerator pedal depression amount,

means for stopping the engine according to conditions when the vehicle has been stationary,

means for restarting the engine by starting the motor/generator when a request to restart the engine which has stopped, is determined, and

means for controlling to make the motor/generator absorb engine torque so that a starting torque according to the accelerator pedal depression after restart, is effectively the same torque for vehicle starting from the engine stop state as for vehicle starting from an engine idle rotation state.